

THE
"OVERLAND CHINA MAIL"
(PUBLISHED EVERY
MAIL DAY.)
Contains the Week's News
of Hongkong and the
Far East.
Price (including Postage) to any
part of the world \$15.
per annum.

The China Mail.

ESTABLISHED 1845

AGENTS.
Orders for the "OVERLAND CHINA MAIL"
may be made by our agents at
the following ports:—
Canton. PATEL & Co.
Fookchow. BROCKERT & Co.
Shanghai. GILLY & WATSON
Yokohama. KELLY & WATSON
Hankow. A.S. WATSON & Co. Ltd.

No. 16,541.

號七十月五年六十百九千壹

HONGKONG, WEDNESDAY, MAY 17, 1916.

辰丙次歲年五國民華中

PRICE, \$3.00 Per Month

THORNE'S OLD VAT No. 4. SCOTCH WHISKY.

SOLE AGENTS:
A.S. WATSON & Co. Ltd.
WINE & SPIRIT MERCHANTS,
HONGKONG.
Tel. 616.

HONGKONG VOLUNTEER CORPS.

Corps Orders by Lieut.-Col. A.
Chapman, V.D.

NOTICE.
It has been noticed that units do not
parade punctually. In future all parades
must fall in at the times stated in orders.
In future only one copy of Monthly
Pay List is required. It should reach
the Orderly Room not later than the
7th of the month following.

DETAILED PARADE.
The undress parade will
parade in marching order, 120 rounds
ball, at 5.15 p.m. on Friday 16th inst. at
Headquarters: Pts. Mummy, France,
McKenzie, O'Brien and Pomeroy.

PARADES.
Parades for Thursday, 18 inst.:
5.30 p.m. Recruits of all units (except
Right Section M.G. Co.)—Squad drill at
Headquarters under Sergt.-Major Highy.
5.30 p.m.—Signalling Section A.
"B" and "C" classes at Headquarters.
5.30 p.m.—Mounted Section H.K.V.C.
drill on Polo Ground under Staff Sergt.
Talbot.
6.00 p.m.—Squad Co. No. 2 Section—
Squad drill and Skirmishing on Cricket
Ground.

DETAIL.
On duty to-night—Squads C.
On duty to-morrow night—Squads C.
Next day—H.K.V.C.
Orderly Officer till 18th inst.—
Lieut. Weal.

THE "CHINA MAIL" NOTICE.

ANY EUROPEAN, NON ASIATIC or
INDIAN desiring to leave the
Colon should apply in writing for
permission to do so to the Captain Super-
intendent of Police, at least 48 hours
before the intended hour of departure,
giving name, nationality, age, sex, height
and occupation of the applicant, and
stating the name of the steamer or other
vessel or the hours of the train by which
the applicant wishes to leave. Applicants
should apply in person for their passes at
the Central Police Station between the
hours of 9 a.m. to 1 p.m. and 2 p.m. to
4 p.m. daily.

THE "CHINA MAIL" NOTICE.

Communications relating to news should
be addressed to THE EDITOR.
Correspondents must forward their
names and addresses with any communica-
tion addressed to the Editor, not necessarily
for publication but as evidence of good
faith.

All matter for publication should be
written on one side of the paper only.

Letters relating to business should be
addressed to THE MANAGER.

Rate of subscription to "China Mail" is
\$38 per annum; per quarter and per month
pro rata.

The "China Mail" is delivered free to
subscribers in Hongkong and Kowloon.

Postage is charged at the rate of 4 p.
cents per month.

Orders for extra copies of the "China
Mail" should be sent as soon as possible as
the supply is limited. Cash 10 cts., Credit
20 cts. per copy.

Rate of subscription to the "Overland
China Mail" is \$12 per annum; postage
\$1 per annum extra. Single copies twenty
cents each.

Alterations and additions to Advertisements
on Pages 2, 3, 4, and 7 should
be sent to the Office, No. 5, Wyndham
Street, not later than 11.30 a.m.

Alterations and additions to Advertisements
on pages 1, 4, 5 and 8 should be
sent not later than 1 p.m.

New Advertisements should be sent in
before 2 p.m.

Advertisements and Subscriptions which
are not ordered for a fixed period will be
continued until countermanded.

Telephone Address "MAIL" Hongkong.
Code: A.B.O. 5th Edition.
Telephone No. 22.

THE CHINA MAIL, LIMITED

"OVERLAND CHINA MAIL"

THE WEEKLY EDITION OF THE
"CHINA MAIL".

CONTAINS ALL THE NEWS
OF THE WEEK.

PRICE 30 cts. (Cash) per Copy.

BUSINESS NOTICES.

STEAM OR MOTOR VESSELS
6,000 Tons, 3,000 Horse Power now Built,
Steel Building Work of every Description.
Castings, Forgings, Repairs and Supplies.
Prompt Attention and Shipment to Destination.
W. S. BAILEY & Co., Ltd.
ENGINEERS and SHIPBUILDERS.
KOWLOON BAY



**SIR ROBERT BURNETT & CO'S
OLD TOM AND DRY.**
A. S. WATSON & Co., Ltd.
WINE AND SPIRIT MERCHANTS,
HONGKONG and CHINA.



ESTABLISHED A.D. 1841.
Telephone No. 616.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

STRAND	CABLE LAID	STRAND
1" to 15"	5" to 15"	3" to 10"
CIRCUMFERENCE	CIRCUMFERENCE	CIRCUMFERENCE

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to
Shewan Tomes & Co., General Manager.

Hongkong, April 11, 1912.

501

"MUMEYA"

"While-you-wait" Photography.
JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH
APPARATUS AND MATERIALS WHICH CAN FINISH
IN AN HOUR.
PRICE 2.00 per 3 pcs. on Post Cards.
No. 8, Queen's Road Central.
TEL: No. 254.

**NORTH BRITISH & MERCANTILE
INSURANCE CO.,**
IN WHICH ARE VESTED THE SHARES OF
**THE OCEAN MARINE INSURANCE
CORPORATION, LTD.,**
and
**THE RAILWAY PASSENGERS'
ASSURANCE CO.**

TOTAL FUNDS at 31st DECEMBER, 1914,
£23,970,367.
I—Authorized Capital £8,000,000
Subscribed Capital £4,500,000
Paid-up Capital £2,437,500
II—Fire Funds £3,837,047
III—Life & Annuity Funds £17,567,590
Sinking Fund Account £28,230

£23,970,367
Revenue Fire Branch £2,881,456
Life and Annuity Branches £2,141,593
Revenue Marine Department £37,239
Other Receipts £78,940
£23,970,367

The Accumulative Funds of the various
Branches are separately invested, and, by
Act of Parliament, are set aside to meet
the claims under the respective Depart-
ments of the Company's Business.

SHEWAN, TOMES & CO

Agents

LEE YEE'S

HAIR DRESSING SALOON.

Electric Facial Massage with

Massage Cream, Perfume,

By

EXPERIENCED HANDS

Novels, Magazines,
Ladies' Fashion Books and
Toilet Requisites.

12, D'Aguilar Street

Hongkong, July 5, 1915.

581

FRENCH LESSONS

G. MOUSSON.

15, Morrison Hill Road

IF you have lost your appetite, one of
the big variety of dainty dishes at the
ALEXANDRA CAFE is sure to tempt
you.

BUSINESS NOTICES.

**THE TAIKOO DOCKYARD AND
ENGINEERING CO. OF
HONGKONG, LTD.**
TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers,
Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'

Pumpe empty Dock in 2-3 1/2 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement
providing facilities for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Shop ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:—

JOHN I. THORNYCROFT & CO. LTD.

PETROL & KEROSENE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY
DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the
Town Office.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA AND JAPAN, AGENTS.

Telegraphic Address:—TAIKOODOCK. Telephone No. 212.

VICTORIA THEATRE

WEDNESDAY, 17th MAY, 1916.

ANOTHER ASTOUNDING PROGRAMME

The Foundling (in 4 Reels).

A Touching Drama Built on Powerful Plots.

2nd EPISODE

Dolly of the Dailies (3 Reels).

INTERESTING STORIES FROM HOME CHAT

FEATURING MARY FULLER

COMICS:—
BRAVE FAMOUS CARTOONS, BLACTYS ADVENTURE,
MAURELS FATE (1 Reel Comedy).

Interesting:—

PATHE'S BRITISH GAZETTEE.

FRIDAY

TWO VERY EXCITING EPISODES

"EXPLOITS OF ELAINE".

THE HONGKONG HOTEL

AND
GRILL ROOM

J. B. TAGGART.

MANAGER.

PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies'
rooms, Roof Garden.

Terms:—From \$5 per day Mex.

Telegraph add: "Peaceful,"

P.O. PEUSTER,
Manager.

PATEL & CO.

Importers-Exporters

Commission Agents

HONGKONG.

Branches:—

BAI FRANCISCO, CAL.

YOKOHAMA, JAPAN

POMBAY, INDIA.

China:—

HANKOW,

SHANGHAI,

CANTON

DONT forget after the Show, Supper
and Light Refreshments.

ALEXANDRA CAFE

Open till midnight

KING EDWARD HOTEL

Central Location

At Electric Tramway Pass Entrance,
Electric Lifts, Fans and Lighting,
European Baths and Sanitary Fixings,
Hot and Cold Water System throughout

Best of Food and Service.

Telephone 373.

TELEGRAPHIC ADDRESS:

"VICTORIA."

J. WITHELL,

Manager.

SIEN TING

Surgeon Dentist

No. 14, D'Aguilar Street

TERM VERY MODERATE

Consultation

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD
Portland Cement

In Casks of 375 lbs net.

In Bags of 250 lbs net.

Shewan, Tomes & Co

GENERAL MANAGER.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.
HONGKONG TO CANTON. CANTON TO HONGKONG
WEDNESDAY, 17th MAY.

8 A.M. 'HONAM' 8 A.M. 'HONAM'
10 P.M. 'FATSHAN' 2 P.M. 'KINSHAN'

THURSDAY, 18th MAY.

8 A.M. 'KINSHAN' 8 A.M. 'HONAM'
10 P.M. 'HONAM' 2 P.M. 'FATSHAN'

Single Fare by Night Steamer \$6.00
Return Fare by Night (available also for Return by day Steamer) 11.00
Single Fare by Day Steamer 5.00
Return Fare by Day Steamer 9.00

HONGKONG-MACAO LINE.
S.S. 'TAISHAN' Tons 2076 | S.S. 'HEUNGSHAN' Tons 1651.
HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.
Sundays at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 3 P.M. Sunday at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO.

SUNDAY, 21st MAY.

The Company's Steamship "TAISHAN" will
depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
and return from Macao at 5 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at
7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street
Wharf.

This Steamer connects with the Excursion Steamer returning from Macao at 5 P.M.
CANTON-MACAO LINE.
S.S. 'SUI-AN'.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD. THE CHINA NAVIGATION CO., LTD.
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.
S.S. 'SAINAM' 588 Tons, and S.S. 'NANSHAN' 469 Tons

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the
same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to
Hongkong or vice versa by the Company's direct Steamers "LINTAN" and
"SARUL". These vessels have superior Cabin accommodation and are lighted
throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted), 9 A.M. to 5 P.M.
Further particulars may be obtained at the Office of the
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS (Fifth Floor),
Opposite the Plaza Hotel.

ALEXANDRA CAFE.

We Serve the Best Tiffin or Dinner in Hongkong
for \$1.00.

Roast Ready for the Table Hot or Cold Roast Turkey, Geese, Pheasants

Sirloin of Beef, Saddle of Mutton &c. Pork Sausages (or make) Game Pie

Pork Pies, Plum Puddings, Minced Meat, Minced Pies.

Bournville

The "COCOA de Luxe"
HIGHEST GRADE
BRITISH MADE

Cadbury's
"BOURNVILLE COCOA" represents the
highest grade of nutritive cocoa as presented
to the market; it fully maintains its high reputa-
tion in food value and delicacy of flavour, and
is second to none in any respect whatsoever.
Medical Magazine, March, 1912

CADBURY'S CHOCOLATES

In Tins and Fancy Boxes
Specially Packed for Export

FROM "THE FACTORY IN A GARDEN," BOURNVILLE, ENG.

Copyright 1916.

INTIMATIONS

THE HONGKONG ELECTRIC
COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the THIRTIETH ANNUAL GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, 20, George Street, Hong Kong, on SATURDAY the 20th May, 1916, at 12 noon, for the purpose of presenting the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1915, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th May to the 20th May, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.
Solicitors.

Hongkong, May 2, 1916.

THE CHINA-BORNEO COMPANY
LIMITED.

NOTICE TO SHAREHOLDERS

THE THIRTIETH YEARLY MEETING of SHAREHOLDERS of the above Company will be held at the Company's Office, 20, George Street, Hong Kong, at 11.30 a.m. on MONDAY the 22nd May, 1916, for the purpose of presenting the Report of the Directors and the Statement of Accounts for the year ending 31st December, 1915, and electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 15th May to the 22nd May, both days inclusive.

THE CHINA-BORNEO CO., LTD.
W. G. Darby,
General Manager.

Hongkong, May 3, 1916.

PEAK TRAMWAYS COMPANY
LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the Hongkong Hotel, Hong Kong, on THURSDAY the 22nd May, 1916, at 10 a.m. for the purpose of presenting the Report of the Directors and the Statement of Accounts for the year ending 31st December, 1915.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th May to the 22nd May, both days inclusive.

PEAK TRAMWAYS COMPANY LIMITED,
JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, May 6, 1916.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

NOTICE.

FROM this date Mr. C. MONTAGUE EDE has been appointed General Manager of the Company and during his absence from the Colony Mr. C. H. HAY will perform the duties of the General Manager and sign per pro.

By Order of the Board of Directors,
P. H. HOLYOAK,
Chairman.

Hongkong, May 12, 1916.

SILIMPON (SEBASTIK)
COAL.

THE undersigned having been appointed Agents for the COAL HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPON COAL (either cargo or bunkers) at the lowest rates.

SILIMPON COAL Company favours the use of the better grades of Japanese Coal and gives good results on a very moderate consumption.

Stowage calling at SEBASTIK or SANDAKAN exclusively for SILIMPON COAL (either cargo or bunkers) are exempt from payment of all Port charges.

At Sebastik Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Charges of Sibak Bay (Sebastik Harbour), Free and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD.,
Agents Coal Harbour Coal Company, Limited.

Hongkong, Dec. 2, 1915.

WHO'S WHO IN JAPAN

REVISED AND ENLARGED BY S. KORIYA.

The first (1913) edition is already issued. BIOGRAPHIES of over 5,000 people who are well-known in society and of several hundred foreigners associated with Japan appear in the book. Quite new materials and accurate sketches, both being entirely free from prejudices.

Many portraits are inserted. The book contains over 1,400 pages.

The price is yen 6 (12/6) or \$3 per copy. Orders for the book should be accompanied by payment.

Subscribers for the second annual edition of "Who's Who in Japan" will be allowed a reduction of one yen.

The registered postage is 15 sen, to Korea and China 40 sen and to Europe & America 75 sen or 35 cents.

It is a Good Advertising Medium.

Many influential papers of the world have said this work is the highest terms.

For example, "The Daily Mail" says: "Yet another 'Who's Who' and this time from Japan. The reader is apt to look at it as a curiosity, but a sign of the East has now become Western and is almost to the last detail. But 'Who's Who in Japan' is far more than a curiosity. It is a very sound and useful reference book. It is printed in English and contains brief biographies, on the most complete and up-to-date basis. It is a valuable addition to any library."

Who's Who in Japan Publishing Office,
No. 5, Uchida, Uchida-cho,
Kojima-cho, Tokyo.

INTIMATIONS

NEW REGAL
DOUBLE RECORDS.

6218 Ave Maria (Gounod) Violin Solo
(Melody in F)..... Pell
6219 Baby's Lullaby..... Pell
(Can't Stop Today)..... Nylphonics
Watchman,
6242 What of the Night. Duet
The Battle Eve.....
6243 Nobby Clark V.C. Descriptive
Charge of the
London Scottish.....
6252 The Goose Step..... Kirkby
When we've wound
up the Watch on
the Rhine.....
6259 When Father Papered
the Parlor..... B. Williams
When Mother Backed
the Winner of the Derby

THE ANDERSON
MUSIC CO., LTD.

6, Des Voeux Rd. T.L. 1322

RUSSIAN INTERNAL SHORT
TERMED LOAN OF 1916.

FOR RBL. 2,000,000,000.

THE Public is hereby informed that the subscription list to the above LOAN will be CLOSED on 28th May, 1916 and not as heretofore advertised.

The terms are as under:—

The price of issue is 100%.

The Loan is entirely free of Income

Tax and of other taxation.

The Loan is redeemable at par on 1st

February, 1925, Russian style, without

option for the Russian Government to

convert it at an earlier date.

Coupons are payable half yearly on

the 1st February and 1st August Russian

style. As interest on the above Loan

must be paid on 1st February, the interest

accrued on date of subscription must be

taken into consideration and is to be

added to the price of issue.

The Russo Asiatic Bank in Hongkong

is ready to accept applications for the

above named Loan.

Payment may also be made in Pounds.

Applications will be made to Potomac

free of telegraphic charges and commis-

sion 40% only of the cost of the Bonds

may be paid on application, the balance

to be paid on receipt of the Bonds.

The Bank is also ready to give every

facility to subscribers in the shape of

advances against the scrips.

G. TINDALL,
Manager.

RUSSO-ASIATIC BANK.

Hongkong, May 15, 1916.

DAIRY FARM NEWS.

HAM & BACON

WE HAVE RECEIVED

NEW SHIPMENTS

OF

AUSTRALIAN & ENGLISH

HAMS & BACON

PRICES AS USUAL.

JAPANESE MAKERS.

Every kind of Footwear

MADE

TO

ORDER



CHERRY & CO.

PEDDER STREET,

Opposite Hongkong Hotel.

Telephone No. 421.

Hongkong, March 20, 1914.

"A SCOUT IN
FAIRYLAND"

"JOHN IN HONGKONG"

A local Fairy Story entirely produced in

Hongkong, with typical illustrations

for the benefit of War Charities.

ON SALE AT:

Messrs. W. & P. POWELL, LTD.,

Messrs. WILKINSON, LTD.,

Messrs. KELLY AND WALKER, LTD.,

Messrs. WHITEHEAD,

Laidlaw & Co., Ltd.,

AND THE CHINA MAIL, LTD.

Price 50 Cents.

If you happen to be late your meals will

be Courtesy and Promptly served

by the Staff. Only at the ALEXAN-

DRA CAFE.

"To make sales is not enough—
you must make friends?""CAPSTAN"
NAVY CUTTOBACCO &
CIGARETTES
HAVE BEEN MAKING
FRIENDS FOR YEARS

W.D. & H.O. WILLS

"Constant growth signifies constant
merit."

THE TRUE RACING MAN.

Three men sat in a railway compart-

ment, each reading a daily paper.

"I see the King has entered two horses

for the 'New Derby'; that's jolly good!"

exclaimed Smith.

"Jolly bad!" quipped Brown, with

behind his sheet: "I thought ought to be

New Derby."

"I should like to see him win it."

"I shouldn't. We don't want any

racing in war time."

"But I won a five at tipple."

"You ought to be ashamed to say so

in my opinion being ought to be sup-

pressed altogether."

An elderly gentleman seated in the far

corner rested his paper on his knees, and

leaned forward, remarked politely, with

a slight foreign accent, "Pardon me,

gentlemen, for joining in your conversa-

tion, but," turning to Brown, "would

you kindly tell me why you object so

much to racing?"

"Because it does no good; in fact, it

does a lot of harm. It's nothing but

gambling and swindling."

"I'm surprised to hear an Englishman

say that. Do you ever go racing?"

"Never, and I don't want to."

"And yet you speak dogmatically on a

subject about which you admit you know

nothing. In my country, France,

"You race on Sundays; I know what

you are going to say. I consider it

glorious work."

"I am sorry I cannot agree with you.

If we had racing only on week days it

would attract the wealthy and the idle,

but not the greater public."

"But you can have a bet without going

to the races," said Smith.

"Not in France. Most of our English

people only think of racing in connection

with betting; and that is why it is

regarded with disfavour in certain

quarters. Few seem to understand the

true object of racing. When the Grand

Prix de Paris was first established some

sceptical members of the English

Jockey Club protested against our Sun-

day racing, and Count Paul de laun wrote

to your Admiral Dumas on the subject,

pointing out that the authorities in France

wished to correct the impression that

racing was merely a sporting spectacle.

They wanted to educate the industrial

classes and make them realise that racing

was a serious and useful institution."

"I don't see how it can be that," said

Brown.

"If you will give me a few minutes

I will try to explain."

His companions were all attention, and

he proceeded:—

"We can breed all the horses we want

for our Army and trade purposes; you

are always short of horses, and at a time

of emergency like the present you have

to pay dearly for very inferior animals.

The heads of the French War Office have

proved by experience that the best cavalry

horse is one bred by a thoroughbred

stallion from a good Normandy or half-

Paris, but also all over France. Often on a

Sunday in the summer there are as many

as thirty little meetings in various parts

of the provinces, all held under the direction

of the Minister of Agriculture, and

Government prizes are offered for day

races, steeplechases, and trotting.

The President of the Republic gives

one big prize of £2,000 for a trotting race.

During the year before the war the

amount distributed in prize money in

France was £400,000, and the breeder of

every important winner got a substantial

premium in addition.

Is France the only country that does

this?"

"Not at all. Germany started before

we did, and in the Franco-Prussian war

of 1870 the German cavalry was

much superior to ours in consequence.

You have heard of the loyal Graditz

Stall, I suppose?"

"Oh, yes, its horses often won races,"

assented Smith.

"People in England associate the

Graditz establishment with racing be-

cause English trainers have been em-

ployed there and the names of horses

from the stable appeared regularly on

race programmes; but the horses are

raced in order to obtain proof of their

speed and stamina, and those that acquit

themselves with distinction are chosen

to breed horses for the Army. In addi-

tion to Graditz, Germany has four other

State studs with nearly 4,000 stallions,

and horses in the ownership of private

breeders have to be certified sound by

Government Inspectors. Among the sta-

llions in Germany, are a number of well-

known racehorses from England and

France. More than 200,000 horses are

bred in Germany every year under the

direct supervision of the Government."

In Austria and Hungary there are

six State studs, some of which have

existed for over a hundred years. As far

back as 1811, when Count Heinrich von

Hardey was manager, a number of Eng-

lish, thoroughbred and Arab stallions

were imported, and the Government

resolved that all mounts for the Army

should be bred in the country. In less

than thirty years this was accomplished,

and since then Austria and Hungary have

been raising so many horses that they

could afford to export thousands every

year."

In Russia there are a large Imperial

Stud, four Imperial Race Societies and

fourty-three Horse-breeding Societies,

under the auspices of the Cavalry De-

partment, which are permitted to

hold race meetings. In Italy there are

a State stud farm at Pisa and a

dozen stallion depots on the French sys-

tem, where the Government has about

600 stallions. All horses bought by the

Italian Government must have won a

public race or a trial for speed under

Government inspection.

"You seem to know a lot about these

things," said Smith.

"Not more than any other man who

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INSPECTION INVITED.

THE DIARY.

General Memoranda.

FRIDAY, May 19:
Noon.—Canton House Office Extraordinary Meetings.
2.30 p.m.—Auction of Furniture, etc. at Messrs. Hughes and Houghton.
SATURDAY, May 20:
Noon.—Hongkong Electric Co's Meeting.
SUNDAY, May 21:
9 a.m.—Excursion to Macao by S.S. "Taishan".
MONDAY, May 22:
11.30 a.m.—China-Borneo Co's Meeting.
Noon.—Peak Tramways Co's Meeting.
TUESDAY, May 23:
Holiday, Empire Day.
WEDNESDAY, May 24:
5.30 p.m.—Annual General Meeting of the Victoria Recreation Club.
THURSDAY, May 25:
5.30 p.m.—Annual General Meeting of the Victoria Recreation Club.
FRIDAY, May 26:
Queen Mary's Birthday (1867).
SATURDAY, May 27:
3.45 p.m.—Second Gymkhana Meeting of the Season.
SUNDAY, May 28:
Hongkong Stock Exchange Settlement Day.

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and Navy is particularly meant. If there were any likelihood of getting Southern leaders to accept the foregoing interpretation of the Constitution, there might be some hope of a compromise being arranged on the basis outlined by the three Generals, but there seems no prospect of this at present.

NEWS OF THE DAY.

LOCAL AND GENERAL.

Many local residents left by the "Empress of Russia" this morning for northern summer resorts.

The annual general meeting of Members of the Victoria Recreation Club will be held on Thursday, the 25th inst. at 5.30 p.m.

It is reported that the floating dock of 16,000 tons at Tsingtao, captured as a prize of war, is to be transferred by the Japanese to the naval port of Sasebo.

The new S.Y.K. steamer *Yanaguchi Maru* has been successfully launched at the Mitsubishi Yard at Nagasaki. She is a freighter of 3,777 tons displacement and will be ready for service by the end of July next.

We are informed by the Colonial Secretary's Office that the Government of Burma has declared Hongkong a plague-infected port. We may add to this that there have been only seventeen cases of plague in the Colony since the beginning of the year, which is a remarkably light record.

A Hanks paper reports that a Customs House officer at the N.K.K. wharf noticed two trunks being brought ashore from the s.s. *Talce*. The carrying coolies put them down and disappeared, so the officer had the trunks opened. They contained the dead body of a soldier, the trunk being packed in one, and the head and limbs in another.

A remarkable story of how a Chinese died while standing against a wall is told by one of the Police Reserve. The officer was patrolling Kennedy Town and saw a man leaning with one hand on the wall but did not regard the incident as unusual. Two hours later he observed that the man was in the same attitude and proceeded to make an investigation. He touched the man and found the body was cold and rigid. The man had died standing.

A glaring robbery was attempted at Hingham last evening. Three men called at the house of a married woman in Berkeley Street and asked her if her husband had any work for them. She told them "No," and then one of the men seized her by the throat and threatened her with a dagger. She caught hold of the dagger, injuring her hand, and shouted for assistance. The other inmates were alarmed and the men hearing footfalls, departed. One man has since been arrested.

"Sochow's oldest Missionary" has just passed away in the person of Miss Sarah Elizabeth Fleming, who was born at Augusta, Georgia, U.S.A., 1st January 1839, so that she was more "76 years old." She came out to China at the age of 24, as a member of the Southern Presbyterian Mission, and during her mission life she never took a furlough, though she was at liberty to do so any time after the completion of her first seven years of service.

A foreigner who arrived at Moji on 5th inst. from Shanghai by a Japanese steamer was arrested by the Water Police. On examination he proved to be an Austrian military officer of the rank of lieutenant, who had escaped from a Russian war prisoners' camp in Siberia. He reached Shanghai in January last, via Harbin and Dairen. He embarked on the steamer at Shanghai hoping to make his way to America, and thence to Europe, but while passing through Nagasaki he attracted the attention of the police and the arrest at Moji followed. At Moji the Austrian officer, whose identity had been established, was handed over to the Shimonoeki gendarmes for escort to the detention quarters at Osaka.

CLOSING SHARE QUOTATIONS.

Banks	3.30 p.m.
Union	87 1/2
Watsons	88 1/2
Cement	74 1/2
Sugar	81 1/2
Wharves	101 1/2

COMPANY MEETING.

MESSRS. POWELL, LTD.

The Fifteenth Ordinary General Meeting of the shareholders of Messrs. William Powell Ltd. was held at the office of the company this afternoon. There were present:—Mr. H. J. Gedge (chairman), Mr. G. C. Maxon (director), Mr. J. W. Taylor, Mr. E. Maurice (shareholders) and Mr. H. O. Holt, secretary.

The CHAIRMAN said:—The Report and Statement of accounts for the period from 1st September 1915 to 29th February 1916 have been in your hands for some days and with your permission I will take them as read. I think that you will agree with me that the figures now before you may be considered very satisfactory. The company has done considerable business during the period under review but has naturally been handicapped, in common with similar undertakings, by the difficulty in getting deliveries of goods from Europe. On the whole, however, we have no reason to be dissatisfied with what has been achieved, and the thanks of the shareholders are due to our present manager and staff. At the close of the last financial year our debit balance was £24,339.95; it is now £12,184.62 and if business continues on the present scale the next year we shall be in a position to present you with a Balance Sheet showing a balance on the right side. It must be remembered that our last season is from September to February and we must not calculate on keeping up quite the same ratio of sales during the summer months. Up to date our business continues very satisfactory.

The CHAIRMAN moved the adoption of the report and balance sheet which was seconded by Mr. Maurice and carried. Mr. TAYLOR proposed, and Mr. Holt seconded, the re-election of Mr. Gedge as a director of the company and this was carried.

Mr. MAURICE proposed and Mr. Holt seconded the re-election of Mr. Maxon as director and this was also carried.

On the motion of the CHAIRMAN seconded by Mr. Maxon, Messrs. Percy Smith, Seth, and Fleming were re-appointed auditors at a remuneration of \$450 per annum.

AMERICA'S ONE PER CENT. TAX.

ADDED BURDEN IN ENGLAND.

The London correspondent of the *New York Herald* writes to the Paris edition of the paper as follows:—The new regulation imposed by the United States Treasury imposing a 1 per cent. tax on the income of non-resident aliens when derived from American securities, has aroused considerable interest on this side, says the "Times," for the amount of such securities held here is still considerable.

To the British holder the imposition of the tax at this juncture, when our own taxation is increasing by leaps and bounds, is particularly unwelcome, and there is little doubt that the regulation will, after the war, have the effect of raising the rate of interest for United States issues in Europe.

Our New York correspondent telegraphs that the regulation is meeting with considerable opposition from banks, trust companies and other corporations, who are endeavoring to obtain the rescinding of the regulation, or at least the postponement of its operation until May 1.

HONGKONG POLICE RESERVE.

NOTED POLICE.

The following donations towards the training and equipment expenses of this detachment for the year ending June, 1917, are gratefully acknowledged:—
Mr. J. W. Noble \$500
Hon. Sir Paul Chater, C.M.G. 120
Hon. Mr. F. S. Shollin 100
Mr. H. F. Koon 120
Mr. Ho Kam Tong 120
Mr. Ho Wing 60
Mr. Ho Kwong 60
Mr. Lo Cheung Shin 60
Mr. Chan Kai Ming 60
Messrs. Lau Chee Pak & Sons 60
Mr. Wong Chow Sun 60
Mr. Mok Hon Sang 60
Mr. Francisco Tsz Yat 60
Mr. Au Ki 60

EQUIPMENT BOARD.

Central, 5.30 p.m.
Friday, May 19th.—No. 1 Section.
Monday, May 22nd.—Band and Orchestra.
Tuesday, May 23rd.—Maxim Gunners, Mounted and Motor Patrols.
Thursday, May 25th.—No. 6 Section.
Friday, May 26th.—No. 9 Section.
Note.—The men of No. 1 Section should attend at any time between 6.15 and 6.30 p.m.
All ranks are required to attend in White Uniform, with Shoulder Pads, helmets and spikes.
They need not produce blue uniforms or blue shoulder pads.
They need not produce any white uniform other than that which they appear before the Board.
Except as above every man of what ever rank will produce every single article of equipment which he possesses, whether issued by Government or privately purchased.
Men on patrol duty will not attend with their Sections, but will be warned to attend with "details" at a later date.
RANGE PRACTICE.
Thursday, May 18th.—At Central Station at 6.15 p.m. sharp.
(Sgt.) F. C. JENKIN.
D.S.P. (Reserve).

CHINESE AFFAIRS.

(Reuter's Service to the China Mail.)

CHINA'S MORATORIUM.

DOES NOT APPLY TO GOVERNMENT OBLIGATIONS.

LONDON, May 16.
It is authoritatively stated that the moratorium in China applies only to the notes and deposits in the Bank of China and the Bank of Communications, and that it does not apply to Chinese Government obligations.

(Wah Tsz Yat Po's Service.)

THE POLITICAL SITUATION.

PEKING, May 16.
The Military Governor of South Shensi has declared independence. General Luk Kin Cheng, the Commander-in-Chief in Shensi, sent an army against him but it met with defeat.

The Central Government has appointed two delegates to attend the conference at Nanking.

The General commanding the troops in Kien Province (Manchuria) has sent a telegram deprecating the establishment of a Government by the Southern Provinces.

PREMIER VISITS THE LEGATIONS.

PEKING, May 16.
The Prime Minister, accompanied by a Secretary of the Foreign Office, has called upon all the Foreign Ministers.

THE FINANCIAL SITUATION.

PEKING, May 16.
The Prime Minister has called a meeting for the consideration of measures to maintain the credit of the note issues of the Banks.

THE MAGISTRACY.

KIDNAPPED FROM CANTON.

CHILD'S BUSE TO RETURN HOME.

Inspector Gordon charged three men in Mr. Wood's Court this morning with kidnapping a ten years' old male child from Canton.

Two of the men are alleged to have brought down the boy with the object of disposing of him at a later date. They took him to the house of the third defendant at 4, Haiphong Road. From this address the boy managed to escape, but not before taking 40 cents with which he intended buying a child's fare to Canton. He purchased the ticket and boarded the train, but in the meantime his captors realized that the boy had gone and went to the station. One commenced to pull him out of the train while he was arrested by Guard Winyard.

The hearing of the case was adjourned.

THE HUMPHREY BISHOP COMPANY.

H.E. the Governor, Sir Henry May, the Hon. Mr. Claud Severn, Colonial Secretary, and Mr. Justice Gompertz were among those who enjoyed the excellent programme of the Humphrey Bishop Star Company at the Theatre Royal last evening. The house was better filled than on previous evenings. Encores were numerous and it would be invidious to make individual reference to the artistes, all of whom were first-class form. The company has won an excellent reputation in Hongkong.

Through the generosity of the Governor, 50 men of the Shropshire Light Infantry were present. After a short trip to Macao and Canton the company will give a change of programme at the Victoria Theatre.

AMERICAN BIBLE SOCIETY.

TERCENTENARY CELEBRATION AT PEKING.

A mass meeting was held on the 7th in the Central Park, Peking, in celebration of the centenary of the American Bible Society, reports the "Peking Gazette." Thousands of people attended the meeting. The various Christian bodies met first in groups at various points of the city and then marched to the Central Park. Here they gathered before the Shochuan and joined in the service. The American Legation band furnished the music. Dr. C. C. Wang took the chair and introduced the various speakers including Dr. Min Hsiangpo (Min Liang), Mr. Yang Tso and many others. The American Minister was prevented from delivering his address in person owing to illness and his written speech was read and translated by Mr. Fui Chih-ho of the Chinese Y.M.C.A. The meeting was opened at 3 p.m. and concluded at 6. Many visitors to the park also attended the meeting.

A GOOD RULE FOR THE HOME.

MAKE it a rule of your home to always keep on hand a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy as a safeguard against bowel complaints. It always cures promptly and no household is safe without it. For sale by all Chemists and Storekeepers.

CORRESPONDENCE.

THE TYPHOON NIGHT SIGNALS.

To the Editor of the "CHINA MAIL."

SIR—I have just been reading through the latest "Typhoon Warnings" issued by the Royal Hongkong Observatory and notice that it is the intention of the authorities to show the same night signals as during previous seasons—viz. No. 1, three green lights; No. 2, green, red, green; and No. 3, red, green, red.

Now I have heard it remarked upon, and have observed myself, that at some of the stations the centre red light in the No. 2 signal is often much fainter than the two green lights, consequently at times it is very difficult to see whether the first or second signal is being shown, i.e. to know whether the typhoon is believed to be outside or inside the three hundred miles limit. This is especially so if the typhoon rain squalls have started.

May I suggest two remedies? Firstly, do away with the first night signal, indicating a typhoon more than 300 miles from the Colony. (While the harbour is closed between sunset and sunrise to incoming and outgoing vessels this signal is obviously superfluous, and is much more of a nuisance than a benefit to the Colony.) Make the "less than 300 miles" signal three green lights and the "full typhoon" signal three red lights.

Secondly, should the authorities decide to retain the first signal, make it three white lights; the second three green lights; and the third three red lights. This would necessitate adding three white lights to the three stations where the night signals are shown.

Yours etc.

THE HONGKONG PIPE FUND.

To the Editor of the CHINA MAIL.

HONGKONG, May 17.

DEAR SIR—During the last two or three months I have received a great number of letters and postcards from Officers and Men of the British and Mediterranean Expeditionary Forces, thanking me for various quantities of pipes supplied from subscriptions to the Hongkong Pipe Fund. To show how much the pipes are appreciated at the front, I shall be obliged if you will be good enough to reprint in the columns of your esteemed paper, a few of the interesting acknowledgments I have received.

I am ordering a further supply of Pipes to be despatched to "Tommy in the Trenches" and shall be grateful for any further contributions to the Pipe Fund, either through the Hon. Treasurer of the War Charities Committee or at my address.

May I again take the opportunity of reminding your readers that Five Dollars will buy Two Dozen Briar Pipes.—I am

Yours truly,

ETHEL H. HARVEY.

14, Peak Road.

(Inclures.)

The Commanding Officer for K.O.Y.L.I. wrote as follows on 10th February, 1916:—

"We have this day received per the British-American Tobacco Co., Ltd., one case containing 40 dozen tobacco pipes. These are being distributed amongst the N.C.O.s and men of the Battalion as requested by the above mentioned Company."

Will you kindly convey to all the friends of the Battalion concerned at Hongkong the very hearty thanks of all ranks for their great generosity in forwarding such a splendid gift, present! And may I on behalf of the Battalion, thank you for the trouble you have been put to in arranging the matter?

The postal address of the Battalion now is "Salonica Force" which possibly explains the delay in the delivery of the pipes. The Tobacco Co. advised us of their despatch on the 14th Dec. last."

Other Pipe Recipients send the following:—
"Many thanks for the pipe which I received which came at the right moment. I see we have our last pipe from all over the world and I think it is very good of you all. Hoping that you enjoy the best of health."
Cpl. WARD, 2nd Buffs, Salonika Forces.

I beg to thank you on behalf of the Section and myself for pipes received today.
W. TATE, Sgt. No. 3 Section, 1st Wessex Regt., Salonika Forces.

"Many thanks for one of the pipes, which I received with this card, especially as Hongkong was our last peace station. I should very much like to visit the Peak once more. Wishing you the best of health."
C.S.M. R. WOOLLEY, A Coy, 5th D.C.L.I., Salonika.

On behalf of the N.C.O.s and men of the C. Coy. of the 22nd Royal Fus., allow me to thank you for your very generous gift of pipes. If you could but see the amount of comfort we all derive from a "pipe" in the trenches, you would feel gratified with your gift.

"Many thanks for pipe which I received just in a time when I stood greatly in need of one as I had broken mine two days before. Thanks very much."
F. DEXTER, 2nd Batt. Buffs, A Coy, 28th Division, Salonika.

"Many thanks for the pipe I received from you to-day. We are all pleased to know that some of our old friends at Hongkong still think of the 2nd Buffs. I must say we had some very enjoyable times when we were stationed there."
P. STRAUGH, C.Q.M.S. Coy, 5th Buffs, Salonika Forces.

THE LATE SHIPPING STRIKE.

Full details of the settlement of the strike have not yet arrived from Shanghai, but the "N. C. Daily News" of the 12th inst. in the course of a leading article gives some of the difficulties encountered in the negotiations after the owners had conceded recognition to the China Coast Officers' Guild. Our contemporary says:—

When it was announced yesterday that the owners had acceded the Guild recognition, it was generally believed that the strike was over and that the ships would be set running again forthwith. It was, therefore, a very great disappointment to find that there were still obstacles in the way of resumption of work and that a settlement appeared as far off as ever. We emphasize this point because we were under the impression, as were the Consular authorities, that the strike turned upon recognition of the Guild and that, once this was conceded, the men would be willing to leave subsidiary questions for subsequent adjustment, for which, in common fairness, time ought to be allowed to the owners in different parts of the world to get into communication with each other. And as long as this was the men's attitude, their demand would hardly be called unreasonable. An individual does not care to make himself the spokesman of complaints to his employers. He fears to get a bad reputation. Such fear may be right or wrong; it is at all events human. Moreover, in the circumstances of a sailor's life, a representative deputation is difficult to get together. Hence the demand for a central organization which owners may not relish but which the public cannot, impartially, deem unjust.

Agreement on this point was reached on Wednesday as the result of a counter proposal by the owners. They were willing to recognize the Guild, if in turn the Guild would agree to a Board of Adjustment, to be composed of three representatives of the men and their secretary, three of the owners and the Shipping Vice-Consul. To this Board questions raised by the Guild would be referred for discussion; if a settlement could not be reached the matter would go to arbitration. This proposal was accepted. The Guild was recognized. But now, unexpectedly, a fresh crisis arose in the shape of a demand by the men for a permanent increase of pay (we italicize the word which is the centre of deadlock) of 25 per cent. to masters and chief engineers and 15 per cent. for juniors. To this the owners have replied that it is impossible to guarantee a permanent increase on these lines. In recent times the money market has not actually been available to pay as much; but as a compromise the owners during the war time to raise the officers' special bonus to an amount virtually corresponding with what the men demanded. This offer was refused, and in the course of yesterday's arbitration a further concession, though deemed to allow a permanent increase of pay to masters and chief engineers of 10 per cent. to juniors of five, and during the period of prosperity, a war bonus of 15 per cent. This offer was also refused, while suggestions of arbitration were scouted. Then a proposal came from the Consular authorities to the effect that the required increase of pay should be granted by the owners, on whom should rest the onus of proving in peace times if necessary, that it must be suspended or reduced. This offer was made without the authority of the owners, although it may be presumed that the Consulate would not advance suggestions without some hope of being able to realize them. For the moment, however, such speculation is needless as this offer, too, was rejected. It may here be mentioned that other points have either been conceded, or present no insuperable difficulty in the way of a settlement.

What certainly appears to be a fair offer has been put before the men and if they cannot see the fairness of it, arbitration is open to them. There remains no arguable excuse for persisting in a movement, which is holding up British trade, extending innocent owners of perishable cargo to loss and diminishing the revenue which should flow from the consulates to the British Government. We speak plainly, because as we expressed sympathy with the Guild's demand for recognition, we do not think that the officers will accuse us of speaking capriciously. Since the above was written, news reaches us that there are expectations of a mutually acceptable arrangement being arrived to-day. In the interests of business, fair play and patriotism it will be the universal hope that the expectations may be realized.

IODINE AND PLAGUE.

In some parts of South India, plague has been very prevalent, the total mortality for one week reaching 6,610 men, women, and children. The greatest numbers were in the Bombay Presidency (1,894), and the United Provinces (1,850). This, says the "War Cry," gives opportunity for proving the efficiency of the Salvation Army's remedy for the treatment of plague patients, which is none other than the simple expedient of using tincture of iodine. After this had been applied by officers, under Commissioner Booth-Tucker's direction, for some time, with good results, the plan of treatment was tested by the Bombay Laboratory which reported that while the remedy might not be an absolute cure it appeared to be the best method of combating the disease. Commissioner Booth-Tucker's scheme had been pursued up to this point in the face of much scepticism but upon the strength of the Laboratory's report the Government adopted the iodine treatment, gave away quantities of iodine free of charge, and distributed circulars in all directions in the various vernaculars giving instructions as to its use.

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SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES	Capt. G. MANLEY	19th May	Cebu with Mail S.S. Kurumada
SHANGHAI, MOJI, KOBÉ, YOKOHAMA, and YOKOHAMA	Capt. S. BARNHAM	About 20th May	Direct Service
LONDON & BOMBAY via	NOVARA	20th May	Connecting at
SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES	Capt. H. R. HERRINGTON, R.N.R.	20th May	Cebu with Mail S.S. Kurumada
SHANGHAI	NAGOYA	About 21st June	Direct Service
	Capt. A. B. GARWOOD, R.N.R.	21st June	

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P. & O. S. N. Co. Office,

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AMERICAN LINE. FOR VICTORIA, SEATTLE AND TACOMA, VIA SHANGHAI, MANILA, KEELUNG, NAGASAKI, MOJI, KOBÉ, YOKKAICHI AND YOKOHAMA.

* CANADA MARU Capt. E. Suring Friday, 26th May, at 3 p.m.

* TACOMA MARU Capt. T. Hamada Monday, 12th June, at 3 p.m.

* Omitting Shanghai and Nagasaki. * Omitting Manila and Nagasaki.

BOMBAY LINE. FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

* LUZON MARU Saturday, 3rd June, at 7 a.m.

FORMOSAN LINE. FOR TAMSUI, KEELUNG AND ANPING, TAIPEI, VIA SWATOW, AMOY.

* AMAKUSA MARU Sunday, 21st May, at Noon.

* SOSHI MARU Wednesday, 24th May, at 6 a.m.

* KATUO MARU Capt. Murakami.

* Proceeding to Keelung via Swatow and Amoy.

* Proceeding to Anping and Takao.

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ARRIVE HONGKONG FROM AUSTRALIA

LEAVE HONGKONG FOR AUSTRALIA

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EMPIRE

EASTERN

8th May

10th June

2nd June, at 11 a.m.

1st July, at 11 a.m.

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SHIPPING

C. N. C. CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	To Sail
SAIGON	KASHING	May 18, Daylight
SINGAPORE	LIANGCHOW	May 19, at 10 a.m.
HOIHOW, PAKHOI & HAIPHONG	KAIKOW	May 19, at 10 a.m.
SHANGHAI	YINCHOW	May 19, at 4 p.m.
SHANGHAI	SHANGTUNG	May 21, Daylight
MANILA, CEBU & ILOILO	TAMING	May 21, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANTU'.

MANILA LINE. Twin Screw Steamers 'Chinhua', 'Taming' & 'Tean'.

Excellent Saloon accommodation and ships. Electric Fans fitted. Extra state-rooms on deck, at 'Taming' and 'Tean'.

SHANGHAI LINE—PASSENGERS, MAILS & CARGO.

S.S. 'Anhui', 'Chenai', 'Luchow', 'Yingchow', 'Shantung' and 'Sinkiang', with excellent accommodation, Electric Light and Fans in Saloon and State-rooms.

maintains a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to

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Telephone No. 34.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

FOR	STEAMERS	To Sail
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SHANGHAI CHONGSAI FRIDAY, May 19, Daylight

MANILA LOONGSAI SATURDAY, May 20, at 3 p.m.

SHANGHAI HONGSAI SUNDAY, May 21, Daylight

HOIHOW & HAIPHONG LOKSANG TUESDAY, May 23, at 8 a.m.

MANILA ITENSANG SATURDAY, May 27, at 3 p.m.

RETURN TOURS TO JAPAN.

Three steamers Kuching, Namsang, Loing and Fooking leave about every 3 weeks

generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and

Moji to Hongkong. These occupied 23 days. This service is supplemented by the

Yokohama, Kuching leaving Hongkong at regular intervals for Yokohama (when sufficient

inducement is offered) Kobe & Moji and returning thence direct to Hongkong. Time

occupied 19 days.

These vessels have all modern improvements and are fitted throughout with

Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are

fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo,

Tientsin, Dairen, Weihaiwei.

Taking Cargo on through Bills of Lading to Kaitai, Lahad Daru, Simpota,

Tawau, Jesselton and Labuan.

For Freight or Passage, apply to

Telephone No. 215.

JARDINE, MATHESON & Co., Ltd.,

General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBÉ, HONGKONG & RANGOON.

Steamers are dispatched EASTWARD and WESTWARD at regular intervals

taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

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R.M.S.P. THE ROYAL MAIL

STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG

SUBJECT TO CHANGE WITHOUT NOTICE

HOMEWARD.

For

SLIPPER

DATE OF DEPARTURE

TRANS-PACIFIC SERVICE.

Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA and

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APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI

AND JAPAN PORTS.

EASTWARD.

S.S. SHIRALA, 5,309 tons, Capt. J. E. Gagey, will be despatched

for SHANGHAI, MOJI and KOBÉ on 29th May.

WESTWARD.

The above Steamer has excellent saloon accommodations for passengers and

is fitted with all modern conveniences and carries a duly qualified surgeon.

For Freight or Passage, apply to

DAVID BASSEON & CO. LTD.

AGENTS.

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP CAPTAIN LEAVING.

HAICHONG Capt. J. W. Evans WEDNESDAY, 17th May at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAFRAIK & Co.,

General Managers.

SAIGON.

HAICHONG Capt. W. C. Passmore THURSDAY, 18th May at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAFRAIK & Co.,

General Managers.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer. Tons & Speed. Leave Hongkong.

SHINYO MARU 22,000-21 knots Wed. 31st May at Noon.

DAIREN MARU 9,000-12 knots Sat. 3rd June at Noon.

JINYO MARU 8,000-12 knots Mon. 28th June at Noon.

PERSIA MARU 8,000-14 knots Tues. 4th July at 10.30 a.m.

KWANTO MARU 8,000-12 knots Sat. 8th July at Noon.

KIYO MARU 17,200-14 knots Tues. 11th July at Noon.

TENYO MARU 22,000-21 knots Tues. 18th July at Noon.

NIIPPON MARU 11,000-15 knots Tues. 1st Aug. at 10.30 a.m.

* Proceeding to South American Ports. * Via MANILA, Omitting Shanghai.

First Class to London. * Cargo only.

" " " New York £71-10. Return (6 months) £120.

" " " San Francisco £28.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail

Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz,

Balboa, Callao, Arica, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires, etc.

Steamer. Tons & Speed. Sailing.

KIYO MARU 17,200-14 knots Tuesday, 11th July at Noon.

For full particulars as to Passage and Freight apply to

K. DOI Acting Agent,

KING'S BUILDING (Opposite Blake Pier).

Telephone 251.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT

TO ALTERATION.

DESTINATION. STEAMERS. Displacement. SAILING DATES.

LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN and

TENERIFE. SHAKA MARU, Capt. Tanaka, Tons 13,500, THURSDAY, 25th

May, at Noon.

KAMO MARU, Capt. Shimizu, Tons 18,000, THURSDAY, 8th

June, at Noon.

VICTORIA, B.C. & SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKKAICHI, SHIMIZU &

YOKOHAMA. YOKOHAMA MARU, Capt. Shinobe, Tons 12,300, WEDNESDAY, 7th

June at 4 p.m.

SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNE, VILLE and BRISBANE. TANGO MARU, Capt. Tanaka, Tons 13,500, TUESDAY, 13th

June at 4 p.m.

SHANGHAI & KOBÉ. SHIRAKA MARU, Capt. Kishibiki, Tons 8,000, SATURDAY, 20th

May.

CALCUTTA via SINGAPORE, PENANG & RANGOON. TENSHIN MARU, Capt. Kawai, Tons 8,000, SATURDAY, 27th

May.

BOMBAY via SINGAPORE, MALACCA and COLOMBO. RANGOON MARU, Capt. Hori, Tons 8,000, MONDAY, 22nd

May.

NAGASAKI, KOBÉ & YOKOHAMA. SHIRAKA MARU, Capt. Tanaka, Tons 8,000, MONDAY, 12th

June at 10 a.m.

SHANGHAI & KOBÉ. KATORI MARU, Capt. Kon, Tons 8,000, THURSDAY, 18th

May at 10 a.m.

MOJI & KOBÉ. YETOROFU MARU, Capt. Ogura, Tons 8,000, SATURDAY, 20th

May.

To-day's Advertisements

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.
FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship.
"KATON MARU."
Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns at Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are loaded.

Goods not cleared by the 21st May, 1916, will be subject to rent.
Damaged Packages must be left in the Godowns for examination by the Consignees, and the Co's representative will be on an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.
NIPPON YUSEN KAISHA,
Agents.
Hongkong, May 17, 1916.

AMERICAN & MANCHURIAN LINE.
NOTICE TO CONSIGNEES.
FROM NEW YORK.

THE Steamship
"KENNEDY MARU."
Captain J. SAKAKI, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Kowloon Wharf and Godown Company, Ltd., at Kowloon, and stored at Consignees' risk and expense.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 23rd May, at 10 a.m.
All Claims must be presented within fifteen days of the steamer's arrival here after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th May will be subject to rent.
Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.
No Bill of Lading will be countersigned by SHEWAN, TOMES & CO.
Agents.
Hongkong, May 17, 1916.

'CHINA MAIL' OVERLAND EDITION.

THE BEST WEEKLY NEWS
PAPER FOR ALL INTERESTED
IN HONGKONG AND CHINA
GENERALLY.

ORDER IT BEFORE GOING
HOME; AND THUS KEEP IN
CLOSE TOUCH WITH THE
COLONY.

PASSENGERS EXPECTED.

Per F. & O. s.s. *Kormala*, from London March 15, to Hongkong, Rev. and Mrs. Curtis and 2 children, Mr. Martin and 2 children, Mr. W. M. Black, To Shanghai, Mrs. M. N. Corcoran, Mr. and Mrs. Alexander, Mr. Liversy.

Per F. & O. s.s. *Morito*, from London April 1, to Hongkong, Mr. Harris, To Shanghai, Mr. G. R. White, Mr. Bestall, Mr. M. Stuart, Mrs. Mason.

Per N. Y. K. s.s. *Kashima Maru*, from London April 22, to Hongkong, Mr. G. L. Grier, To Shanghai, Mr. and Mrs. Stuart, Mr. Starling, Mrs. Starling and 3 children, Mr. R. E. Engley.

Per N. Y. K. s.s. *Shima Maru*, from London April 22, to Hongkong, Mrs. A. G. Clear and child, To Shanghai, Mr. Jones, Miss Garriock.

HONGKONG TIDES.

The tide-table given below has been compiled at the Nautical Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at "Min Sha Tsai" during the years 1897-9-9.

The zero of the table corresponds with the zero of the sounding in the Admiralty Chart, which has been found to be 4 feet 3 inches below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 2 feet 4 inches, and on the gauge at Lamont Dock, Aberdeen, add 10 feet 6 inches to the height given in the table.

May 17th to 24th, 1916.

Hour	High WATER		Low WATER	
	Time	Height	Time	Height
May 17	8.02	7.1	2.45	2.9
" 18	8.52	7.3	3.35	3.1
" 19	9.42	7.5	4.25	3.3
" 20	10.32	7.7	5.15	3.5
" 21	11.22	7.9	6.05	3.7
" 22	12.12	8.1	6.95	3.9
" 23	13.02	8.3	7.85	4.1
" 24	13.52	8.5	8.75	4.3
" 25	14.42	8.7	9.65	4.5
" 26	15.32	8.9	10.55	4.7
" 27	16.22	9.1	11.45	4.9
" 28	17.12	9.3	12.35	5.1
" 29	18.02	9.5	13.25	5.3
" 30	18.52	9.7	14.15	5.5

ON GUARD AGAINST INFECTION



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